SECTION 417 - BRIDGE DECK REHABILITATION

417.01 DESCRIPTION

This work shall also consist of sawcutting the edges of existing pavement overlay and approach pavement to the depth shown on the Plans or as required by the manufacturer of the new deck joints; the removal and disposal of existing materials encountered within the limits of the new joint system including the cutting and removal of the existing steel armoring and plates, and the removal of the existing joint sealers, concrete deck and concrete headers; and the furnishing and installation of the complete elastomeric asphaltic plug joint system including new caulk, sealer, and steel plate. Replacement of joints and joint material at barrier curbs, parapets and sidewalks with an elastic joint sealer is considered to be part of this item of work.

***[Include the following as necessary]*

The following is added after Subsection (N):

(O) Removal of Existing Non-Composite Deck Slabs

The work shall consist of removal of existing non-composite reinforced concrete decks and SIP Forms where present.

417.04 CONCRETE DECK REPLACEMENT

The second paragraph is changed to:

Bolted connections between the temporary catch system and webs of stringers are not permitted.

***[Include the following as necessary]*

(A) Removal of Deck Slabs

(3) Removal of Existing Non-Composite Deck Slabs

Reinforced concrete deck slab sections that are non-composite with the stringers, floorbeams, diaphragms, or girders may be removed by saw cutting directly over the supporting members that are to remain. This work shall include removal of decks with and without stay in place forms. The method shall be allowed on a trial basis. The trial section shall include deck areas from the original construction and deck areas that were replaced via other contracts where stay in place forms and carrier bars were installed, if both exist. The selection of the trial section shall be approved by the Engineer. The Contractor shall locate the top flange of the supporting steel members at each transverse cut that is made over a member directly supporting the deck, and at a maximum spacing of 10 feet when longitudinal cuts are made over and along the length of a member directly supporting the deck. The Contractor's proposed methods for locating the top flange of the supporting steel members shall be submitted to and approved by the Engineer prior to conducting the work. This shall be done in order to verify the existing deck thickness at

each cut location over a structural member for both the trial section and for production. The Engineer shall observe the trial sections, shall determine if the proposed method is producing satisfactory results, and that the structure is not being damaged in any way from the saw cutting operation. The Authority shall have the sole discretion as to whether to allow the Contractor to proceed with this method. If the Contractor does not show the capabilities to conduct the saw cutting over the steel members without damaging them either during the trial section or at any time thereafter during the execution of the Contract, the Contractor shall be required to follow the procedure defined in the Standard Specification under Subsection 417.04 (A) REMOVAL OF DECK SLABS, second paragraph. The Contractor shall repair any damage to the structural steel or other bridge members caused by the deck removal operation. The Contractor shall also be responsible for any design required to develop repair details for damaged steel or other members caused by the saw cutting operation. The design and repairs shall be done at no additional cost to the Authority and no adjustment to time of completion for any stage of work will be made. All repair plans shall be signed and sealed by a licensed New Jersey Professional Engineer. The cost of the trial sections shall be considered incidental to the item "Removal of Existing Non-Composite Deck Slabs" and no separate payment shall be made for them.

417.10 METHOD OF MEASUREMENT

Asphaltic Plug Joints will be measured by the linear foot, measured curb to curb for the depth shown on the Plans or to an average depth of 2-1/2 inches maximum. No separate measurement or payment will be made for joint replacement at the barrier curbs, parapets and sidewalks, the cost of which will be included in the linear foot item for deck joint replacement. Payment for Asphaltic Plug Joints will include removal of the existing concrete header, deck joint material and bituminous overlay as required, the preparation, and the furnishing and installation of the deck joint system as shown on the Plans and described herein.

***[Include the following as necessary]*

Removal of Existing Non-Composite Deck Slabs will be measured by the square yard in plan area.

417.11 PAYMENT

Payment will be made under:

PAY ITEM	**PAY UNIT**
Asphaltic Plug Joint	Linear Foot

***[Include the following as necessary]*

The following is added:

PAY ITEM	***PAY UNIT***
Removal of Existing Non-Composite Deck Slabs	*Square Yard*